

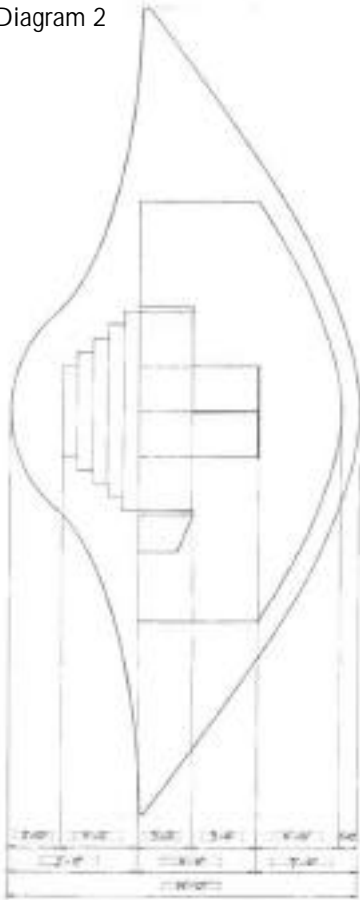
PROJECT UNITY

A Fuel-Free Energy System
from GravityControl.org © 2007

GravityControl.org has received many submissions regarding antigravity over the years, but none compares with the submission of one W. David Barclay. Read how his theory transcends all rocket and combustion science, taking us to a new level of a field within a field that causes abrasion, interaction and resistance to create fuelless propulsion and achieve antigravity.

As we continue to pursue this most amazing and wonderful subject, we are now exposed to Project Unity. We have embraced Project Unity because, after years of research, it would appear that if gravity control isn't a project waiting in the wings

Diagram 2



of government then it is the obvious next step for man as we contemplate our dwindling oil supply and try to reach for the stars. The thousand-year-old technology of rockets has taken us to the Moon—and perhaps Mars. But this kind of push-propulsion energy and the current understanding of technology is in for a big shake-up.

The new science, as partially explained by Wilbert B. Smith, has nothing to do with rocket technology. It's more in line with the works of Keely, Tesla, Kozyrev and currently Alex Frolov.

Gravity control is a matter of time. The fact that some of the new science contradicts current thinking should not come as a surprise. Newton's laws will be challenged as surely as his students were heard to say, "This is hard". For those capable of understanding, Project Unity is its own reward and with it comes the challenge to help shape the things to come.

Against a background of mainstream science, W. David Barclay offers new genius with a theory so profound as to be capable of moving our entire civilisation forward. If there is a spark of a new idea and it catches fire, we are all privileged to witness the beginning of a new era, Project Unity.

The Field Frequency Modulator
by W. David Barclay

The Field Frequency Modulator (FFM) System is capable of providing gravity (or antigravity) control as well as a continuous supply of cheap, clean, electrical power to any location on the planet, thereby assuring a sustainable future economy.

The FFM System is a four-phase electromagnetic array capable of sustaining a unified field system existing relative to

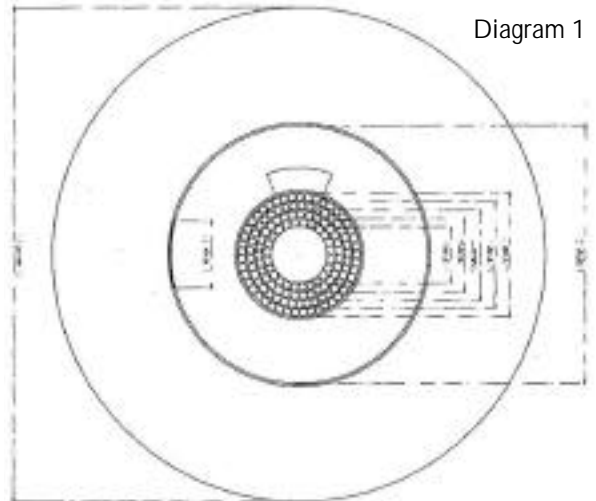


Diagram 1

the field in which it is situated. This provides for a differential in dynamic potential between the FFM System and the field of frequency in which it is situated.

In other words, the idea is to create a relative unified field of frequency (the FFM System) within another unified field of frequency (the Earth's field), whereby utilising the differential existing between the two systems to provide an electric potential.

This effectively creates a differential in electrical charge between the FFM System and the surrounding environment, which can be transferred to electrical generators and delivered through the existing electrical system.

The beauty of the FFM System is its natural simplicity, as it requires no fuel supply of any kind in the form of liquids, solids or gases.

The FFM System functions on the basis of the existing continuance of field frequency associated with any unified field system, but unlike many other experimental systems it allows for the controlled modulation of the underlying energy potential.

In other words, the FFM System provides a controlled flow of energy which can be increased or decreased by the simple turning of a dial.

The various applications to which the FFM System can be applied have not at

this time been fully explored, but it can be clearly stated that no aspect of human activity would remain unaffected by the versatility of this advanced science and technology.

The most obvious application of gravity control is in the area of aerospace research and development, with the focus on advanced systems of transportation and communication.

The controlled modulation of the underlying energy potential would also be applicable to human health, increased production of food crops and a sustainable source of energy. The FFM System would bring an end to our dependency on a non-renewable supply of oil, coal and natural gas.

As the FFM System would be located locally, in respect to being located close to each and every community on the planet, there would be no need for high-voltage transmission cables stretching from coast to coast and/or north to south. Therefore, widespread disruption of power due to seasonal storms and hazards would become a thing of the past. In terms of economic benefit, the FFM System could supply low-cost and efficient electrical power to any geographic location on the planet.

Principles and Technology

Project Unity defines the function of a four-phase modulator in relation to the controlled modulation of the underlying force of field. The Project allows for much research and development to be carried out over the coming years.

It can be assured that all those personally involved with the development of the FFM System will find the process to be an exciting and rewarding experience, as our goal is to provide the world with the first completely fuel-free energy system. Not even water is used in the process.

The diagrams show the basic design of the FFM System. The four-phase modulator can be described as an electromagnetic drive unit consisting of four tiered rings of magnetic discs. Each magnetic disc is mounted on an electrically driven control arm which can lift and/or lower the magnetic disc or turn the disc from side to side. The calibrated and synchronised lifting and/or lowering of the discs allows for the vertical focus of field in an up or a down direction, while the turning from side to side allows for the horizontal focus of field in any direction relative to the vertical plane.

Diagram 1 shows a plane view of a disc-

shaped craft with the four-phase modulator situated in the centre.

Diagram 2 shows a section view of a disc-shaped craft with the four tiered levels of the four-phase modulator situated in the bottom half of the craft—much like an inverted pyramid turned inside out to form a cone, with the smallest ring at the bottom and the largest ring at the top.

Diagram 3a shows a side elevation of one magnetic disc mounted on a control arm, whereby the magnetic disc can be turned 180 degrees to the left or 180 degrees to the right relative to the vertical plane.

Diagram 3b shows a front elevation of the same operation.

Diagram 4 shows a side elevation of one magnetic disc mounted on a control arm, whereby the magnetic disc can be lifted and lowered 90 degrees up or down relative to the horizontal plane.

Project Unity allows for gravity control, in that the ratio of energy per unit of mass is modulated by a simple four-phase electromagnetic modulator, in relation to a unified field of frequency remaining relative to the system of reference. And in that the four-phase modulator affects the field dynamics of the craft in relation to gravity and electromagnetism, the proportionally dynamic electromagnetic response is sufficient to operate all onboard electronics. Therefore, the system is self-sufficient in respect to all energy requirements necessary to sustain the craft's operation.

The dynamic principles which allow for the design and construction of this system have been thoroughly researched and studied over a period of more than 40 years. Therefore, I am confident that the Field Frequency Modulator will provide for a variety of practical and efficient applications, not the least of which is Project Unity.

The Quest for Gravity Control

GravityControl.org has been created to help pave the way to a future beyond rockets to a new age of propulsion without fuel. The search for antigravity is a relentless task but, to many, gravity control is 50-year-old science fiction. Although more than 50 per cent of Americans believe UFOs are real, few ask how they work.

Fortunately, there are small teams all over the world asking that question and helping to realise our future of a fuelless society. Gravitycontrol.org is one small member of that global team, is self-funded

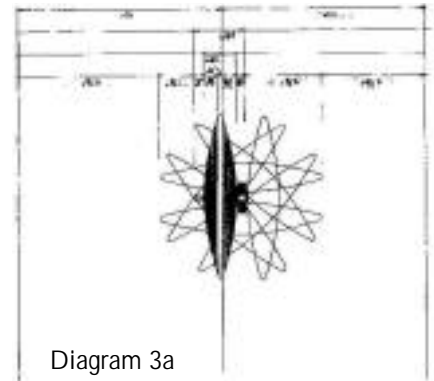


Diagram 3a



Diagram 3b

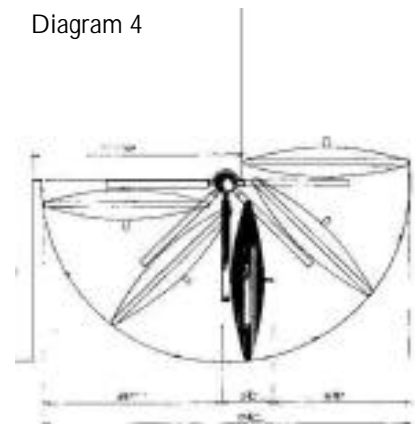
and non-profit (so far) and is dedicated to the quest for gravity control.

The product is gravity control. There is no combustion engine and no liquid gas or solid fuel involved. It's a different science that works on focus rather than fusion or fission.

Experiments with Project Unity have begun. Expected successful results will create opportunities to build Project Unity.

For more information, visit the website <http://gravitycontrol.org/>.

Diagram 4



FUEL VAPORISATION AND OPTIMUM COMBUSTION

by Robert M. Stanley © June 2007

In October 2004, I wrote a brief article about a revolutionary new spark plug called the FireStorm [see NEXUS 12/02]. As a result, thousands of NEXUS readers contacted me requesting more information. Although most people just wanted to save money on fuel, many others who wrote to me were inventors and investors with interesting new ideas and insights regarding "green" technology. From them I learned a lot about fuel and ignition, which I will now share with you.

In June 2007, I spoke on the phone with Robert Krupa, the inventor of the FireStorm spark plug. For unspecified reasons, after many years he still had not gone into production of his space-age ignition system.

However, when I asked Mr Krupa if his spark plug would work as promised without adjusting the air/fuel mixture, he stated that he could not get the same results (more power, higher mileage and lower emissions) without "leaning" out the air/fuel to a 30:1 ratio. I asked Mr Krupa that specific question because it turns out that the answer to getting more horsepower and mileage out of a gallon of gasoline is not found in a more powerful ignition system.

Vaporisation is the actual key to optimum combustion. All modern spark plugs are powerful enough to ignite a properly vaporised fuel.

Gasoline or petrol is most efficiently burned in a gaseous state, not a liquid state. Thanks to the many letters I received from NEXUS readers, I was informed that there are hundreds of devices that vaporise liquid petroleum into a gaseous state.

This is a confirmed method for dramatically improving the efficiency of any liquid fuel. One of the most simplistic yet ingenious methods of vaporisation I have seen so far involves running the fuel pump in reverse to send air into the bottom of the gas tank. The rapidly expanding, vaporised gas is then routed out of the top of the tank via the fuel hose to the engine.

A far more complex system of vaporisation is US Patent No. 4,323,043, awarded in 1982 for one variety of fuel vaporisation technology. This patent clearly indicates that any internal combustion engine's horsepower and miles-per-gallon can be increased, while

pollution (mainly in the form of unburned fuel) is significantly decreased by using a vaporiser.

Proof that this is a viable, emerging technology comes from a team of engineers in Canada that have built a Vapor Car. This high-performance vehicle is reportedly able to achieve over 90 miles per gallon of gas, using vaporisation technology (see <http://www.fuelvaporcar.com/>).

There are related technologies that use vapour extraction. One of the most interesting of these is called "hydrogen on demand". This is based on the same technique of vaporising a liquid into a gas. In this case, the liquid fuel is water. The hydrogen and oxygen gas is generated from water, using a small amount of electricity and a catalytic compound.

Although they look like spark plugs and fit into the engine exactly like spark plugs, their technology is based on pulse power—a technology also used in laser, X-ray and radar products.

The hydrogen/oxygen gas is then fed into an internal combustion engine to generate clean power. The drawback with this is that hydrogen/oxygen gas is highly corrosive and will damage metal over time. The current, rather complex, solution to this problem involves coating a metallic engine with ceramic.

The big question is: who will build the best commercial fuel vaporiser? I assure you, inventors and engineers around the world are working on this and other futuristic vaporisation technologies. It is just a matter of time before we all benefit from these green machines.

PS: Following is an important news item. Apparently someone beat Krupa at his own game. However, as I said in my update, improved ignition alone doesn't really solve the problem.

Breakthrough Ignition Technology

Ignition products company Enerpulse, Inc. announced today [23 January 2006] that its pulse plug prototype, Pulstar™, has

demonstrated improved vehicle fuel efficiency over spark plugs in both required Environmental Protection Agency (EPA) testing and initial company tests.

Pulstar, which holds eight US and foreign patents, is the first capacitor-enhanced spark plug, called a "pulse plug". The Pulstar pulse plug provided a 2.7 per cent improvement in fuel efficiency over conventional spark plugs in the EPA test.

Internal tests conducted by Enerpulse, using an actual driving cycle, demonstrated a nearly 9.0 per cent improvement in fuel efficiency. Enerpulse has also performed the industry-recognised dynamometer test to determine torque and horsepower output. This test's results show a 7.0 per cent improvement in torque and a 10.5 per cent improvement in horsepower output over regular spark plugs.

Pulse plugs represent a whole new category of ignition devices. Although they look like spark plugs and fit into the engine exactly like spark plugs, their technology is based on pulse power—a well-recognised technology used in laser, X-ray and radar products.

"What makes Pulstar different from spark plugs is its built-in capacitor, which stores the ignition's electrical power and then discharges it in an intense plasma ball," said Enerpulse CEO Daniel Parker. "Pulstar is capable of delivering up to 10,000 times the power of an average spark plug, which translates into greater fuel efficiency, increased torque and horsepower and reduced hydrocarbon emissions. In fact, spark plugs can be compared to the low-power output of a flashlight, while pulse plugs generate intense power like the brightness emitted from a camera's flash bulb."

Enerpulse, a privately held company headquartered in Albuquerque, New Mexico, was founded in 1996. The company develops environmentally friendly ignition products through the application of pulse power technology.

For more information, visit <http://www.pulstarplug.com>.

(Source: *Business Wire*, 23 January 2006, http://findarticles.com/p/articles/mi_m0EIN/is_2006_Jan_23/ai_n16018827)

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